

## Part for Container Handler

Container Handler Parts - Forming the basis of containerization, shipping containers are part of a transfer system based upon using steel intermodal containers (shipping containers). These containers are built to particular standard dimensions which can be transported and stacked, loaded and unloaded with optimum efficiency over long distances. Shipping containers are often transported by semi-trailer trucks, ships and rail without being opened.

This system of using shipping containers was developed after World War II in order to significantly reduce transport costs. Containerization has likewise been huge in increasing international trade alliances. Today, for instance, approximately 90 percent of non-bulk cargo is transported worldwide by containers which are stacked on transport ships. It is estimated that 26 percent of all container trans-shipment takes place in China. There are big ships which can carry more than 14,500 units.

Initially, few foresaw the extent of the influence that containerization will bring to the shipping trade. Benjamin Chinitz, a Harvard University economist predicted in the 1950s that containerization would benefit New York by allowing it to ship its industrial goods more cost effectively to the Southern United States than other areas can. He did not anticipate that containerization will likewise make it more affordable to import such products from abroad.

Of the economic studies about containerization, the majority assumed that the shipping organizations will soon begin to replace older types of transportation with the container systems. The studies did not predict that the process of containerization itself would cause a more direct impact on various producers, along with increasing the overall volume of trade across the globe.

One of the essential advantages of containerization is the improved cargo security. Because the cargo is not visible to the casual viewer it is generally less likely to be stolen. Normally, the doors of the containers are sealed and this means that whatever signs of tampering are more evident. There are a lot of containers that are equipped with high-tech electronic monitoring devices. These can be distantly monitored to detect changes in air pressure. This detection occurs when the doors are opened. These monitoring devices have reduced the "falling off the truck" syndrome that long plagued the shipping business.

Before, there was some difficulty with incompatible rail gauge sizes in various countries. Now, the majority of shipping ports now utilize the same basic size of container which has lessened the issues. Today, nearly all rail networks all over the globe operate on a 1435 mm gauge track. This is thought to be the standard gauge, even though, lots of nations use wider gauges. Several nations in Africa and South America make use of narrower gauges on their networks. All of these nations depend on container trains that makes trans-shipment between different gauge trains a lot simpler.